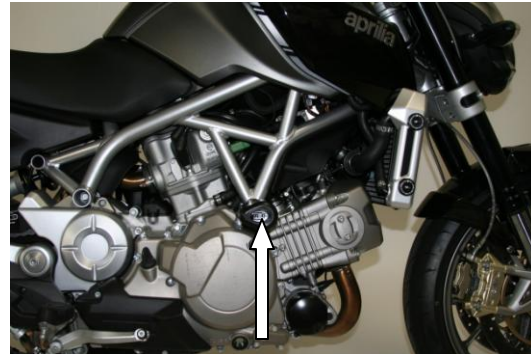




**FITTING INSTRUCTIONS FOR CP0239BL CRASH PROTECTORS
APRILIA MANA 850 2008**



TOWARDS REAR
OF BIKE



TOWARDS FRONT
OF BIKE



Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

You will need the following tools to complete this job.

Socket set to include 17mm, 19mm and 22mm A/F socket and wrench.

A 22mm A/F spanner.

Torque wrench to be used at 40NM.

Soft mallet/copper-hide mallet.

12mm allen key or hexagon socket.



Left-hand side (as you sit on bike)

- Undo remove the engine bolt in position arrowed in top pictures, remove using new engine-bar and soft hammer/mallet to gently knock out OEM engine bolt. Leave new engine-bar with equal amounts protruding from either side of frame.
- Screw longer extension onto left hand thread of exposed new engine-bar (only hand tight for now) with milled hexagon away from bike.

Right-hand side (as you sit on bike)

- Screw shorter extension onto right hand thread of exposed new engine-bar with milled hexagon away from bike, adjust both extensions so they are equally engaged on threads and tighten using two 22mm sockets or spanners.
- Place shorter conical spacer over extension so smallest end fits against frame.
- Place washer and shake-proof washer from kit onto the M10x60mm long hex head bolt from kit (ensure plain washer is against bolt head and shake-proof washer will be against bobbin face on assembly), fit through bobbin so bolt head goes into counter-bore on aero shaped side.
- Place disc-spacer (3mm thick) onto exposed threaded end of bolt just fitted through bobbin so it goes into larger counter-bore (so disc-spacer fits between bobbin and extension).
- Offer the bobbin assembly up to right hand extension.
- **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.

Left-hand side (as you sit on bike)

- Place longer conical spacer over extension so smallest end fits against frame.
- Place washer and shake-proof washer from kit onto the M10x60mm long hex head bolt from kit (ensure plain washer is against bolt head and shake-proof washer will be against bobbin face on assembly), fit through bobbin so bolt head goes into counter-bore on aero shaped side.
- Place disc-spacer (3mm thick) onto exposed threaded end of bolt just fitted through bobbin so it goes into larger counter-bore (so disc-spacer fits between bobbin and extension).
- Offer the bobbin assembly up to left hand extension.
- **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Fit bobbin caps



CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

R&G RACING RETURNS POLICY (NON-FAULTY GOODS)

Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in resellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.



FRANCE
INSTRUCTIONS DE MONTAGE DES PROTECTIONS
CP0239BL
APRILIA MANA 850 2008

LA PRESENTATION DES PIECES R&G DANS L'EMBALLAGE N'EST PAS TOUJOURS IDENTIQUE AU SENS DE MONTAGE.

Merci de noter que dans le cas où les protections sont assemblées avec une bague en caoutchouc, merci de bien vouloir le retirer lors du montage des pièces sur la moto.

Outils nécessaires.

Jeu de clé 17mm, 19mm et 22mm.

Une clé plate de 22 mm.

Clé dynamométrique 40NM.

Maillet souple.

Clé Allen de 12mm.

Gauche

- Desserrer et enlever l'écrou de serrage de l'axe de fixation moteur (position = voir images)
- Remplacer cet axe par l'axe livré dans le kit. Pour cela vous pourrez vous aider de l'axe R&G et d'un maillet souple pour chasser l'axe d'origine. Soyez prudent pour ne pas abimer les filets de l'axe R&G.
- Positionner l'extension en métal la plus longue sur l'axe R&G côté gauche. (serrage à la main- la partie usinée en hexagonal vers l'extérieur)

Droit

- Positionner l'extension en métal la plus courte sur l'axe R&G côté droit. (serrage à la main- la partie usinée en hexagonal vers l'extérieur)
- Les deux extensions doivent être serrées de manière égale sur l'axe.
- Serrer les deux extensions simultanément à l'aide de deux clé de 22mm.

- Placer l'entretoise conique la plus petite sur l'extension, de manière à ce que la partie la plus petite soit contre le cadre.
- Mettre une rondelle lisse, puis une rondelle cranté sur la vis M10x60.
- Mettre le tout à travers le tampon R&G (la tête de vis et les rondelles seront dans l'usinage des tampons.)
- Placer une entretoise de 3 mm d'épaisseur sur la vis contre le tampon. Cette entretoise sera par la suite disposée entre le tampon et l'extension en métal)
- Visser le tout sur l'extension en métal.
- Attention au positionnement et au sens de montage de la protection. (voir images)
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Clipper le cache R&G sur le tampon.

R&G Racing

Unit 5K, Blacknest Industrial Park, Blacknest Road, Alton, Hampshire, GU34 4PX

Tel: +44 (0)870 220 6380 Fax: +44 (0)1420 521101 www.rg-racing.com Email: info@rg-racing.com



Gauche

- Placer l'entretoise conique la plus longue sur l'extension, de manière à ce que la partie la plus petite soit contre le cadre.
- Mettre une rondelle lisse, puis une rondelle cranté sur la vis M10x60.
- Mettre le tout à travers le tampon R&G (la tête de vis et les rondelles seront dans l'usinage des tampons.)
- Placer une entretoise de 3 mm d'épaisseur sur la vis contre le tampon. Cette entretoise sera par la suite disposée entre le tampon et l'extension en métal)
- Visser le tout sur l'extension en métal.
- Attention au positionnement et au sens de montage de la protection. (voir images)
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Clipper le cache R&G sur le tampon.